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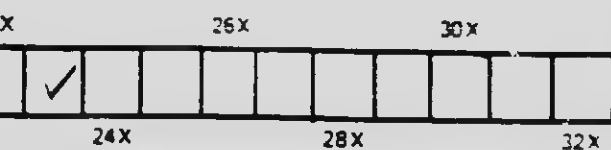
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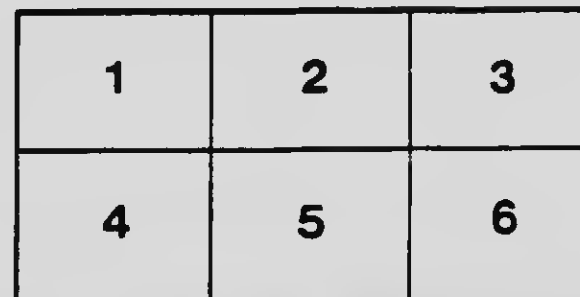
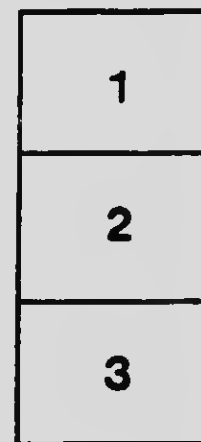
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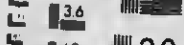
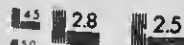
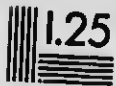
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# THE BRITISH PACIFIC GATEWAY

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## BRITISH COLUMBIA

THE TREASURE HOUSE  
OF CANADA

—AND—

## VANCOUVER

IT'S GREATEST SEAPORT

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*"I never saw a city in which a great future  
was so plainly written in the present."*

—LORD NORTHCLIFFE.

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VANCOUVER INFORMATION BUREAU

BULLETIN NUMBER THREE

DECEMBER, 1909

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# Vancouver Information and Tourist Association

## Executive Committee:

- |                         |                        |                |
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| Hon. President.....     | The Mayor of Vancouver |                |
| President.....          | F. J. Procter          |                |
| 1st Vice-President..... | Wm. Godfrey            |                |
| 2nd Vice-President..... | R. H. Sperling         |                |
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| C. D. Rand              | J. P. McConnell        | Geo. E. Treacy |
| R. Cassidy, K.C.        | C. B. Foster           | R. Marpole     |
| Ald. Campbell           |                        | Ald. Morton    |

This Association, composed of Vancouver business men, exists for the purpose of advertising and furnishing free information about Vancouver and the Province of British Columbia, of which it is the chief city. The Association has nothing to sell. It accepts no commissions, and it makes no charge for its services. Its income is derived from the contributions of its members, supplemented by grants from the City Council. Members of the Association, as such, do not derive any benefit from its work. They receive only such advantage as is enjoyed by all whose interests are advanced by the results of its efforts.

Visitors to the city are invited to call at the offices of the Association, 633 Granville Street, where they will find printed matter, maps and views covering the centers of the Province.

Letters of inquiry to the Manager will receive prompt attention. A list of the more useful publications kept for free distribution will be found on page 20.

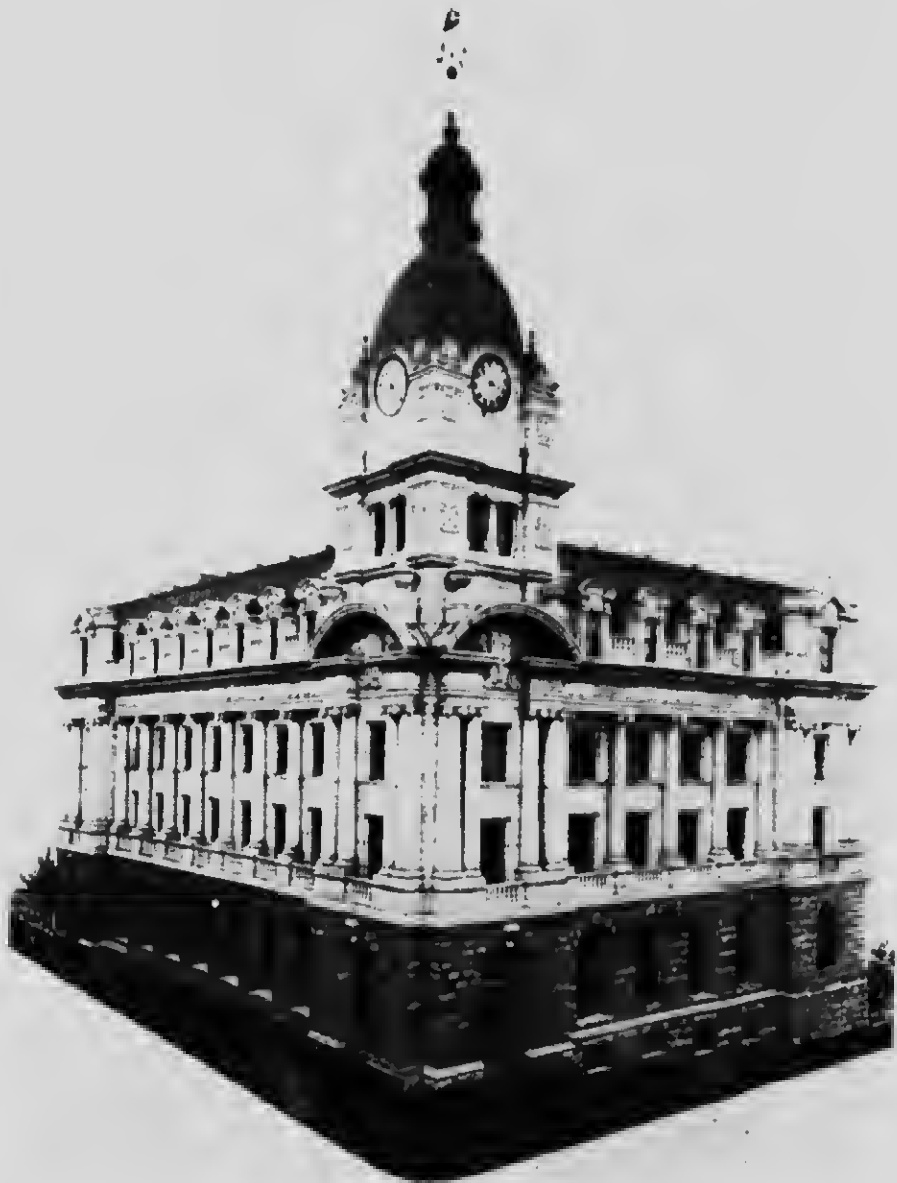
The Association proposes to publish "The Vancouver Annual" early in the New Year. It will contain a review of the progress of Vancouver and British Columbia to the end of the year 1909. Free copies will be sent upon request.



"Vancouver has the finest harbor I have ever seen. I do not remember having experienced a more delightful hour than the last one we spent on the deck of the steamer, with the broad outlines of your coast drawing ever nearer and your city coming gradually into view. The approach to your harbor is truly magnificent."

*Gov. Charles Hughes  
of New York*





VANCOUVER POST OFFICE

# The British Pacific Gateway

BULLETIN NO. 3 VANCOUVER INFORMATION BUREAU DECEMBER, 1919

## VANCOUVER

A BRIEF OUTLINE OF ITS PAST,  
PRESENT AND PROBABLE FUTURE

The City of Vancouver is the commercial and industrial centre of British Columbia, the largest and, practically, the richest of the Canadian Provinces. It is situated on Burrard Inlet, an arm of the Gulf of Georgia, and through the latter, connects with Puget Sound and the Pacific Ocean.

Vancouver was incorporated in 1886 and later in the same year was destroyed by fire. At the time of this disaster the population was about 3,000 people. It is to-day, 23 years later, not less than 100,000. In the year 1887 the first regular transcontinental train reached the city.

In another part of this pamphlet are given statistical tables showing the progress of the city since its incorporation. These indicate that during the period named, Vancouver has moved steadily onward, increasing rapidly in wealth and population, and that during the last five years its growth has exceeded that of the previous eighteen.

While it has been no easy task to meet the requirements arising from such a rapid growth in population, this has been so successfully accomplished that there is probably no other city in the world of anything like similar age, whose civic equipment approaches the excellence of that of Vancouver.

The same remark applies to the substantial character of its business blocks, school, church and public buildings, the extent and convenience of its docks, railway yards, and freight houses; its street car and telephone services, and to the very superior quality of its residences, and the beautiful lawns and gardens that surround them.

In short, Vancouver has the appearance and atmosphere of a city with many decades of growth and improvement behind it, whereas less than fifteen years ago it was but a crude pioneer town.





VANCOUVER HARBOR. LOOKING NORTHWEST

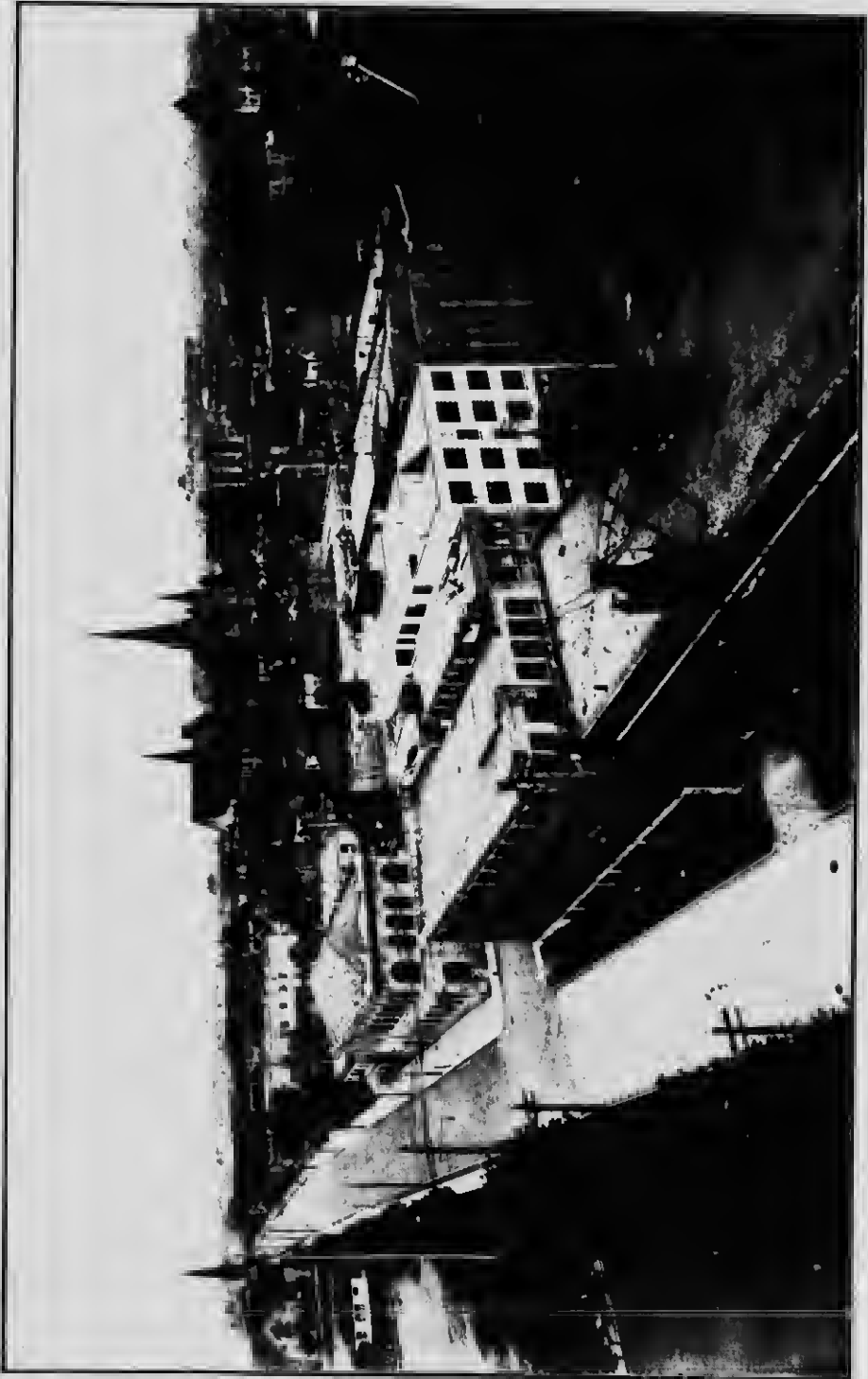
## SUBSTANTIAL AND PROMISING

Governor Hughes of New York was so impressed with this characteristic, when in Vancouver last summer, that he exclaimed: "You Canadians know how to build cities. Everything is constructed solidly. There is a very satisfactory air of permanence about all these buildings."

Mr. William E. Curtis, in the Chicago "Record-Herald," also refers to this feature: "Vancouver, the Liverpool of the Pacific, is a solid, well-built city, much superior in architectural display and in appearance generally, to any of the new cities on the American side that I have seen. There is nothing shabby about it; the streets are well paved and well kept. Everything seems to wear an appearance of prosperity and permanence, and nothing is out of repair. There are no empty stores or vacant houses, and wherever you go, buildings for business and residential purposes are under construction. The sawmills and salmon canneries are well-built structures with a permanent look about them. The docks are solid and are kept in excellent order. Vancouver is altogether one of the most attractive and prosperous looking towns I have seen in the West."

Similarly Mr. E. F. B. Johnson, K.C., of Toronto, in the Toronto "Globe": "To my mind the coming great city of the West is Vancouver. Broadly speaking, the reason is that it will be a terminus of four great railway connections—the Grand Trunk Pacific, the Canadian Northern, the Hill combination from the South, and the present Canadian Pacific Railway. Add to this the tremendous natural resources of the Province and the large Oriental trade, and I see no reason why Vancouver should not be the largest city in the Dominion. I believe it will. I saw more evidence of substantial building in the shape of warehouses and factories in Vancouver than in all the other places put together."

Mr. D. R. Wilkie, Manager of the Imperial Bank of Canada, in an interview given to a local paper, said: "As a Canadian I am proud of the wonderful growth and prosperity of Vancouver. I look to see it ultimately rival Toronto and even Montreal in size and importance. When one realizes what those two cities have accomplished with only six months of ocean navigation, it is a plain inference that Vancouver, with a harbor open the year round, must continue to overtake them."



HAMILTON STREET. LOOKING SOUTH

## CONDITIONS GUARANTEE PROGRESS

The foregoing and other optimistic predictions quoted in this pamphlet are justified by every fact bearing upon the future of Vancouver. Its circumstances include practically all the conditions favorable to the building of a great city. There are no obstacles to progress; on the contrary, Nature has so endowed Vancouver that its progress is inevitable. The following are among the factors that guarantee continued growth and prosperity.

### LOCATION

Vancouver is so situated that it must be the objective point of every railway seeking the shortest route and easiest grades from Eastern Canada and the Middle West States to the Pacific Coast.

It is nearer to the wheat belt than any other existing or possible deep water harbor open at all seasons of the year.

It is also nearer to the Panama Canal and almost every ocean port in the world than any other Canadian mainland port on the Pacific.

It is certain, therefore, that Vancouver will be the Pacific Port of the All-Red Route—and, as stated by Lord Stratheona, will be then within eight days of Liverpool.

"In the short space of the city's life, Vancouver has become a great port of entry and export, and it now bids fair to become one of the world's great railway centres as well. Trade and commerce, as does everything else, follows the line of least resistance, and in the exportation of grain raised west of Manitoba, that line lies through Vancouver, and through this port before long will begin a flow of wheat, which, as it swells to flood, will make of this city the greatest wheat shipping port of the world."  
—James G. Blaine, of New York.

### SITE

Vancouver's site is perfectly adapted to the needs of a great commercial and industrial center and beautiful residential city. It is sufficiently elevated to insure a beautiful outlook and excellent drainage, but has no heavy grades. Along the many miles of deep water front within the City's limits there is level ground for factory sites and shipping purposes.



GRANVILLE STREET. FROM C. P. R. STATION

### VANCOUVER HARBOR

Burrard Inlet, although practically in its natural state, can be entered by the largest ships in the Pacific trade, and affords anchorage sufficient to accommodate the shipping of the British Empire. Added to this are False Creek and, six miles further south, the North Arm of the Fraser River, which, when deepened, will make the total harbor accommodation equal to that of the greatest of the world's seaports.

"When I saw your harbor this morning, I saw the explanation of your past and of your future. It is one of the great harbors of the world. Not very many seaports are blessed with such natural advantages in the way of a harbor. You have here without expense to you what many seaport towns cannot secure at any price. You have a harbor with deep inlet and ample space, surrounded by mountains that protect it from the wind. It is not strange that your city has grown. It is not surprising when you know of its advantages, that it is what it is, and possibly the most imaginative of you would fail to comprehend what it may be fifty years from now."—Wm. J. Bryan, Lincoln, Neb.

### MANUFACTURING FACILITIES

The raw materials of many lines of manufacture, as well as immense fields of coal and numerous water powers, occur in the vicinity of Vancouver. The enormous increase of westbound traffic occasioned by grain shipment at this port will reduce freight rates to the prairies, whose rapidly growing population will create adequate markets for our industrial products.

### WATER SUPPLY

In nothing is Vancouver more fortunate than in regard to its water supply. That for domestic use is furnished by two separate and independent systems having a daily capacity of 20,000,000 of gallons. The water comes from the mountains to the city and is absolutely pure and at all seasons cool.

The power supply adjacent to the city is estimated at over 150,000 horse power, there being 30,000 horse power available now, and works are under construction that will develop an equal amount.

### TRIBUTARY COUNTRY

The richest and most extensive wheat areas on the continent are directly tributary to Vancouver, and in its immediate vicinity is the fertile Fraser Valley containing large tracts of very rich land suitable for Dairying and Fruit Growing.

Mr. F. M. Logan, formerly Provincial Live Stock and Dairy Commissioner, says: "After visiting a majority of the best dairying districts in America, I consider that the delta lands along the Fraser River possess advantages for the production of dairy products equal, if not superior, to those of any other lands I have ever seen. The wonderful fertility of soil in the Fraser Valley enables farmers to grow about twice as much feed per acre as is usually grown on average farm lands. There are farms in it which produce five tons of hay, 2,000 bushels of roots, and 100 bushels of grain per acre, and its grazing facilities are not surpassed in any country of which I have any knowledge. Besides this, the mild winter and cool summer seasons are valuable features seldom found in the same locality. Taking these several features into consideration, it would be difficult to find a place where the dairying industry can be conducted with greater profit."

Mr. Maxwell Smith, for many years Dominion Inspector of Fruit and now Editor of "The Fruit Magazine," says: "The Fraser River Valley is doubtless one of the most fertile and picturesque valleys in the world. At some no distant time it will be one of the wealthiest and most beautiful districts to be found anywhere on this continent. While not all the variety of tree fruits that may be successfully raised on a commercial basis in the Interior can be profitably cultivated in the Coast region, yet there are plenty of varieties, which do remarkably well here, to keep the fruit grower busy, and there is no better place in the world for small fruit. Strawberries, raspberries, blackberries and all other small fruits will, with proper cultivation and a judicious selection of varieties, readily yield a revenue of from \$500 to \$1,000 an acre annually."

There are also adjacent to Vancouver, rich mineral sections yielding an enormous annual output of gold, silver, copper, zinc, lead, etc., vast deposits of coal and iron, marble, granite and other building stone, cement, brick and fire clays, immense areas of timber and fisheries of fabulous value.

As the commercial center of a country of such remarkable natural resources, and the shipping port of half a continent, it is impossible to predict for Vancouver anything other than prominence among the greatest cities of the world.

# PROGRESS OF

## Growth of Assessed Values, Income and Popu

YEAR	VALUATION AT BEGINNING OF YEAR			R. TA MI WA
	REAL PROPERTY	IMPROVEMENTS	TOTAL ASSESS- ABLE PROPERTY	
1886	.....	.....	.....	900
1887	\$2,456,842.00	\$ 182,235.00	\$2,639,077.00	900
1888	2,786,509.00	677,096.00	3,463,605.00	991
1889	5,275,596.00	730,027.00	6,005,623.00	12
1890	8,077,505.00	1,326,940.00	9,404,445.00	12 spondents
1891	10,477,420.00	1,501,665.00	11,979,085.00	12
1892	14,061,311.00	2,586,401.00	16,647,712.00	15
1893	16,032,744.00	2,832,960.00	18,865,704.00	16
1894	15,513,604.00	2,787,480.00	18,301,084.00	16
1895	13,829,724.00	4,317,660.00	18,147,384.00	16 K. Manager
1896	13,109,394.00	4,278,680.00	17,388,074.00	16
1897	13,000,869.00	4,441,490.00	17,442,359.00	16
1898	12,672,649.00	4,551,740.00	17,224,389.00	16 ARNOLD
1899	12,705,099.00	5,011,190.00	17,716,289.00	16 RY
1900	12,826,905.00	6,726,740.00	19,553,645.00	16 SION
1901	12,792,530.00	7,440,600.00	20,233,130.00	16
1902	12,842,150.00	8,223,220.00	21,065,370.00	16 Managed, eral
1903	13,845,565.00	9,091,270.00	22,936,835.00	16 Agents,
1904	14,440,935.00	10,247,920.00	24,688,855.00	16 o Loan, estate,
1905	16,739,640.00	11,804,250.00	28,543,890.00	16 fence,
1906	25,101,760.00	14,087,640.00	39,189,400.00	20 collected.
1907	38,346,335.00	16,381,475.00	54,727,810.00	20
1908	41,641,870.00	20,127,035.00	61,768,905.00	20 ork
1909	48,171,565.00	24,409,756.00	72,581,321.00	20 B. C.

From 1886 to 1905, Improvements have been taxed at 50  
\*Based upon estimate made at close of 1908

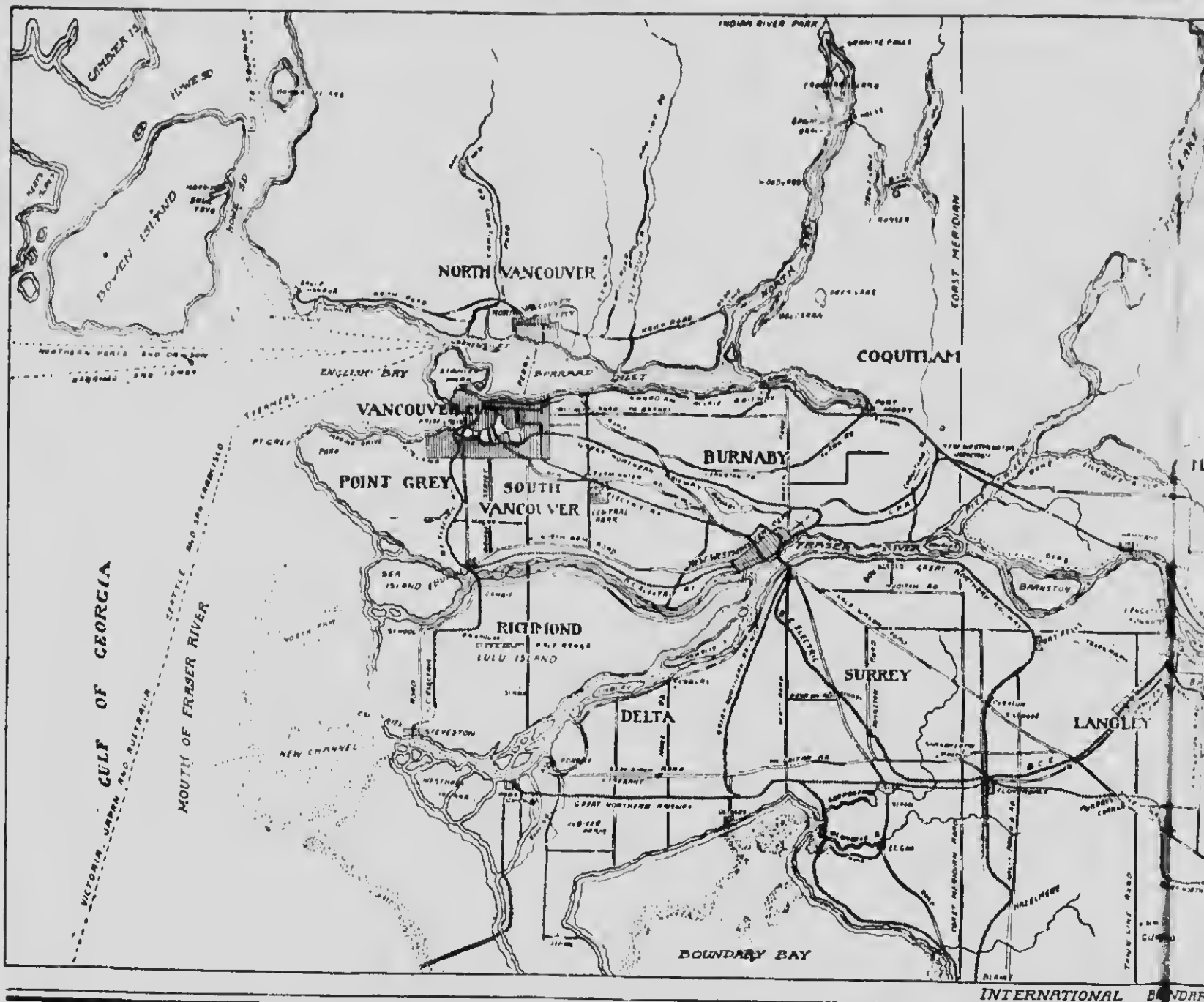


# PROGRESS OF VANCOUVER

Growth of Assessed Values, Income and Population since date of Incorporation, 1886

YEAR	VALUATION AT BEGINNING OF YEAR			RATE OF TAXATION MILLS ON \$ NET	GROSS INCOME EACH YEAR	Total Expenditure from Revenue, including City Improvements, Interest and Sinking Fund	POPULATION
	REAL PROPERTY	IMPROVEMENTS	TOTAL ASSESSABLE PROPERTY				
1886					\$ 16,935.74	\$ 11,708.65	1,000
1887	\$2,456,842.00	\$ 182,235.00	\$2,639,077.00		47,337.97	41,798.53	5,000
1888	2,786,500.00	677,096.00	3,463,605.00	12½ Mills	67,196.23	67,274.82	8,500
1889	5,275,596.00	730,027.00	6,005,623.00	12½ "	98,963.27	97,263.57	10,500
1890	8,977,505.00	1,326,940.00	9,404,445.00	12½ "	141,561.50	128,716.59	12,000
1891	10,477,120.00	1,501,665.00	11,978,085.00	12½ "	231,656.54	238,326.58	13,685
1892	14,061,311.00	2,586,401.00	16,647,712.00	12½ "	244,851.89	256,451.62	15,000
1893	16,632,741.00	2,832,960.00	18,865,704.00	16 "	325,298.98	314,413.92	16,000
1894	15,513,604.00	2,787,480.00	18,301,084.00	16 "	336,386.14	308,954.84	17,000
1895	13,829,724.00	4,317,660.00	18,147,384.00	16 "	318,018.49	291,176.85	17,862
1896	13,109,394.00	4,278,680.00	17,388,074.00	16 "	372,901.54	35,686.78	19,000
1897	13,000,869.00	4,141,490.00	17,142,359.00	16 "	389,481.41	361,343.91	20,000
1898	12,672,640.00	4,551,740.00	17,224,389.00	16 "	450,730.78	427,683.60	22,000
1899	12,705,099.00	5,011,490.00	17,716,589.00	16 "	474,974.98	482,016.63	24,000
1900	12,826,905.00	6,726,740.00	19,553,645.00	16 "	485,366.36	540,481.13	24,750
1901	12,792,530.00	7,440,690.00	20,233,430.00	14 "	610,894.00	639,886.88	26,133
1902	12,842,150.00	8,223,220.00	21,065,370.00	18 "	536,259.04	648,560.11	29,640
1903	13,845,565.00	9,091,270.00	22,936,835.00	18 "	625,395.70	584,853.87	34,180
1904	14,440,935.00	10,247,920.00	24,688,855.00	18 "	645,719.45	679,363.77	38,414
1905	16,739,640.00	11,804,250.00	28,543,890.00	18 "	696,333.17	683,317.97	45,000
1906	25,101,760.00	14,087,610.00	39,189,400.00	20 "	916,148.71	809,230.75	52,000
1907	38,346,335.00	16,381,475.00	54,727,810.00	20 "	1,280,646.24	1,231,121.16	63,000
1908	41,641,870.00	20,127,035.00	61,768,905.00	20 "	1,447,173.45	1,388,669.04	80,000
1909	48,171,565.00	24,409,756.00	72,581,324.00	20 "			95,000*

\*From 1896 to 1906, Improvements have been taxed at 50 per cent. of value; and since 1906, at 25 per cent.  
 \*Based upon estimate made at close of 1908; population is at least 5,000 greater.



### ATTRACTIVE FEATURES

Rich soil adapted to great variety of products. Plentiful supply of water. Mild and healthful climate. Good and growing local markets for fruit and farm produce. Land available at reasonable prices. Efficient free schools. Low taxes. Long distance telephone connection with Vancouver and other coast cities. Roads, rivers and railways furnishing transportation facilities, which, with the extensions now under construction, will be equal, if not superior, to those of any other rural section on the Continent of America.

### VANCOUVER AND

Destined to become the healthiest British community on the Pacific Ocean. Includes the leading Canadian City, the chief Lumber Manufacturing and Shipbuilding center, as well as one of the most fertile Agricultural sections.

# MAP

OF PART OF THE  
New Westminster District, B. C.

## SHOWING THE CITY OF VANCOUVER AND ADJACENT MUNICIPALITIES

Entered according to Act of Parliament of Canada in the year  
one thousand nine hundred and eight by the VANCOUVER  
TOURIST ASSOCIATION, LTD., at the office of the Minister of  
Agriculture, Ottawa

ONE INCH = 6 MILES



### VANCOUVER AND ENVIRONS

the healthiest and most populous  
the Pacific Ocean.

ing Canada Cities of the Pacific Coast,  
manufacturing and Salmon Packing centres,  
most fertile Agricultural Areas in Canada.

### RAILWAY FACILITIES

C.P.R. main line through the district from East to West, with branches from Mission to U.S.  
and from New Westminster Junction to New Westminster City.  
P.R. connects at U.S. boundary with C.P.R. entering Vancouver over tracks of the latter road.  
G.N.R., Vancouver to U.S. boundary and from West Coast eastward.  
B.C. Electric Railway, Vancouver to New Westminster; this line is being extended to Chilliwack.  
Vancouver to Steveston and from Eburne on this line to New Westminster.

## SIGNIFICANT STATISTICS

MONTH	BUILDING PERMITS		BANK CLEARINGS		STREET CAR TRAFFIC No. of Passengers Carried	
	1908	1909	1908	1909	1908	1909
January	\$355,685.00	\$361,130.00	\$13,092,301.00	\$16,497,123.00	1,672,917	1,817,837
February	368,225.00	409,655.00	13,518,891.00	16,683,386.00	1,577,718	1,806,416
March	485,575.00	798,750.00	13,495,469.00	20,881,698.00	1,713,099	2,029,969
April	1,290.00	781,750.00	13,680,223.00	20,657,152.00	1,765,006	2,211,685
May	439,925.00	477,140.00	17,056,306.00	20,715,136.00	1,962,565	2,460,083
June	333,400.00	682,270.00	14,725,316.00	22,073,266.00	1,998,966	2,557,880
July	636,120.00	519,307.00	15,690,197.00	22,973,715.00	2,260,160	2,833,130
August	538,930.00	811,020.00	15,483,153.00	21,969,077.00	2,182,414	2,911,260
September	324,505.00	761,530.00	16,991,346.00	28,035,000.00	2,001,124	2,777,305
October	436,080.00	501,975.00	17,592,569.00	30,948,956.00	2,003,256	2,751,077
November	316,800.00	610,180.00	16,626,681.00	32,572,215.00	1,819,832	
December	311,108.00		18,320,904.00		1,085	
<b>Total</b>	<b>5,950,893.00</b>	<b>6,780,716.00</b>	<b>183,083,446.00</b>	<b>256,290,028.00</b>	<b>22,901,170</b>	<b>24,211,942</b>

Building permits for 11 months of 1909 exceed those for 12 months of 1908 by \$829,863.00. Bank clearings for 11 months of 1909 exceed those for 12 months of 1908 by \$73,206,582.00. Vancouver street cars carried 1,553,772 more passengers in the first 10 months of the present year than during the whole of 1908.

All other figures relating to business conditions in Vancouver are equally indicative of growth and progress; Custom House Revenue, Land Registry Office Receipts, Shipping Statistics and Postal Revenues all show remarkable increase over those of any previous year.

## ABOUT BRITISH COLUMBIA

Area, 395,000 square miles. Coast lines, 7,000 miles. Forest area, 182,000,000 acres. Population (estimated), 300,000.

B.C. Mines have produced \$300,000,000; its Fisheries \$114,000,000. The annual product of its Forests is \$12,000,000, and of its Orchards and its Farms, \$7,000,000.

British Columbia has 10,000,000 acres of Wheat land, the most extensive Coal deposits in the world, immense undeveloped Iron deposits, and the largest and most compact Timber area in America.

# T STATISTICS

BANK CLEARINGS		STREET CAR TRAFFIC No. of Passengers Carried	
1908	1909	1908	1909
\$92,301.00	\$16,407,127.00	1,672,917	1,817,837
18,891.00	16,683,386.00	1,577,748	1,806,416
95,469.00	20,884,698.00	1,713,099	2,099,969
80,223.00	20,057,452.00	1,765,006	2,214,685
56,396.00	20,715,136.00	1,962,565	2,469,083
25,316.00	22,073,266.00	1,998,966	2,557,880
90,197.00	22,973,715.00	2,260,160	2,833,430
83,153.00	24,969,077.00	2,182,414	2,914,260
91,346.00	28,035,000.00	2,001,122	2,777,305
02,569.00	30,918,956.00	2,003,256	2,751,077
26,681.00	32,572,215.00	1,818,832	.....
20,904.00	.....	1,952,085	.....
83,446.00	256,290,028.00	22,908,170	24,241,942

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## ISH COLUMBIA

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 ed, the most extensive Coal deposits in the world, immense  
 most compact Timber area in America.

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### "A KINGDOM WEST OF THE ROCKIES."

"On the west side of the Rockies is a kingdom for the dwellers there. Suppose British Columbia literally cut adrift and became an island. There is fishing, timber, mining and agriculture, sugar refining, manufacturing, canning and a hundred things which would make a prosperous island. But fortunately it is one of Canada's provinces, and one which must, because of its natural wealth and its geographical position, become in a few decades an important link in the Dominion's national chain."

"Only a quarter of a century back the Canadian Pacific did not operate one mile in the Pacific coast section. To-day trains run over fifteen hundred miles of main and branch lines. Shortly it will be served by four transcontinental railways. That will mean direct communication with the prairie provinces and the diversion of considerable traffic from the east to the west."

"Manitoba, Alberta and Saskatchewan are to a large extent making a specialty of certain lines of agriculture. British Columbia is engaged in different industries. Therefore, time must bring an interchange of products in the west.

"Minerals will naturally play an important part in the development. British Columbia's production of coal has been altogether not far short of thirty million tons, with a few millions of coke thrown in. Since the prospector skimmed the 381,000 provincial square miles, he has managed to find \$100,000,000 worth of gold and \$25,000,000 of silver. Copper has figured to the extent of \$35,000,000, while lead has accounted for \$17,000,000. These results have been obtained by a little enterprise here and there. What the figures will be when British Columbia is heavy with the tread of new population and the bank branches are opening to keep pace, can only be guessed."—"Monetary Times," of Toronto.

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"I am going home with the firm conviction that it is my duty to tell the millions of the East and South that opportunity has established headquarters in the Canadian Northwest. Vancouver is destined to be the London of the next century. Seattle will rival it in importance, but the territory tributary to Vancouver is so much greater and richer than that dominated by Seattle that Vancouver must be the metropolis."—Thomas C. Shotwell, of New York, Financial Editor of the Hearst Newspapers.

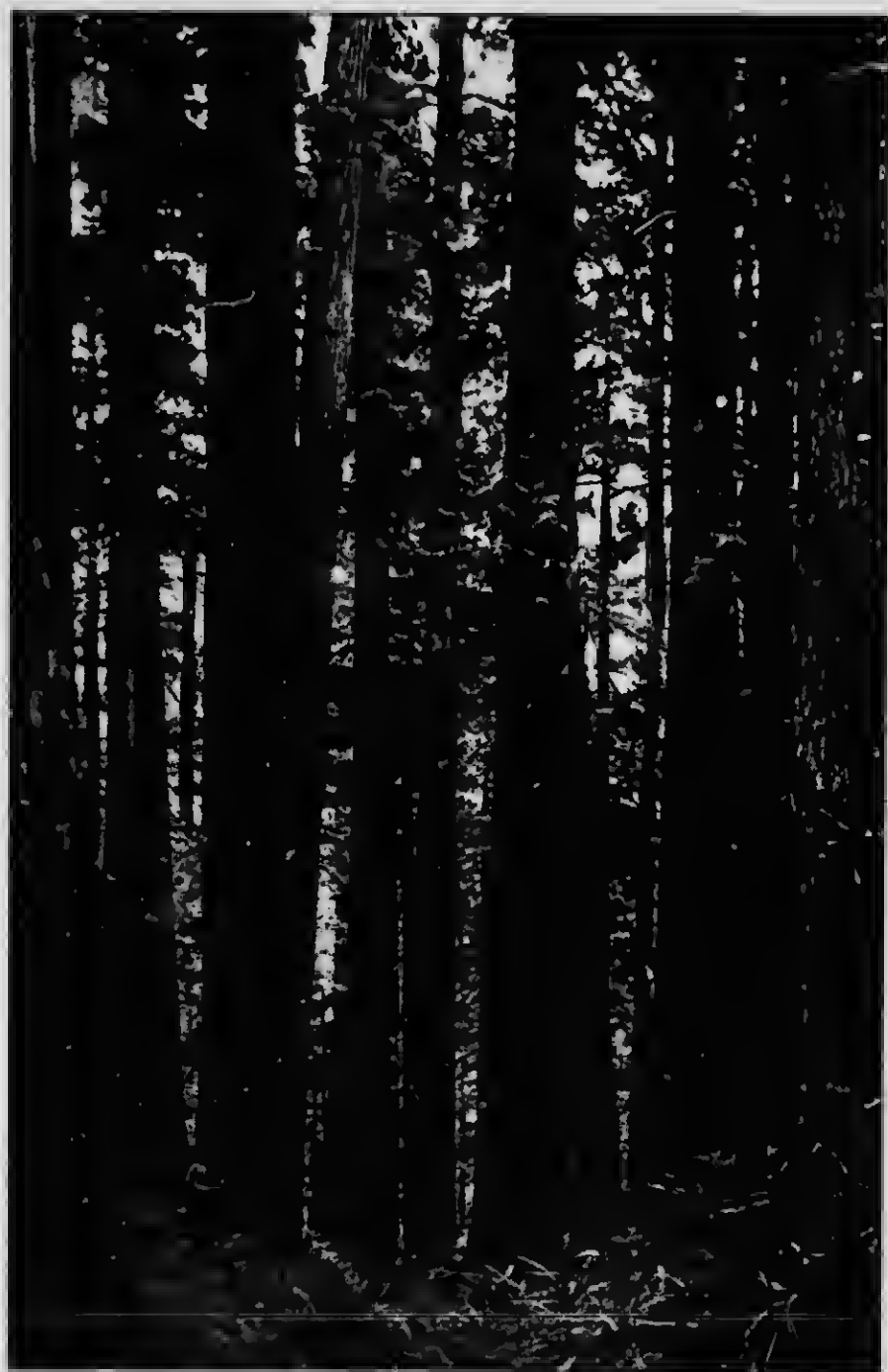


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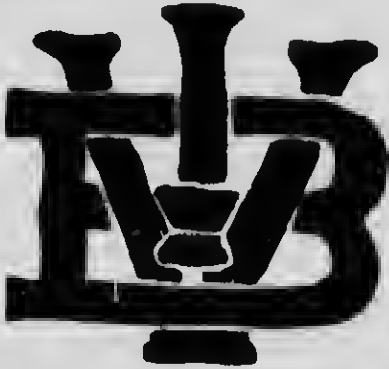
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Mexico and Central America via Canadian-Mexican Line and Jepsen Line.

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### FREE LITERATURE

Besides the publications of the Association, copies of the following will be sent free on request:

The Annual Reports of Vancouver Board of Trade and Board of School Trustees.

Vancouver "Provinces," "World," "News-Advertiser" (daily), "Saturday Sunset" (weekly), "Westward Ho," "Fruit Magazine" (monthlies).

### Government Publications

New British Columbia, describing the Northern Interior (Bulletin No. 22), Agriculture in British Columbia (Bulletin No. 19), Hand Book of British Columbia (Bulletin No. 23), Alberni District, Vancouver Island (Bulletin No. 24), Game of British Columbia (Bulletin No. 17), Budget Speech, 1909, The Mineral Province, Report Minister of Mines for 1908, B. C. Medical Register, Women's Life and Work in British Columbia, Report on Northeastern part of Graham Island, Annual Report of the Public Schools of British Columbia.

### Government Maps

British Columbia, Northern Interior of British Columbia, Southwest Portion of British Columbia, Southeast Portion of Vancouver Island, Ensi and West Kootenay District, Portion of Coast District, R. I. and Rupert District, Western Portion of Vancouver Island, New Westminster District, and adjacent Islands and part of Vancouver Island, Alberni District, Vancouver Island, Bella Coola District, Hazelton, Summerland, Burnaby, Nechaco Valley, Great Central Lake, Vancouver Island, Yale District.

### Community Publications

North Vancouver, Victoria and Vancouver Island, New Westminster, Prince Rupert, Similkameer, Kamloops, Ashcroft, Chilliwack, Pentleton, Naramata, Vernon, Port Moody and surrounding districts, Railway folders and pamphlets.

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References: Canadian Bank of Commerce, Vancouver and London, Eng.

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"Vancouver will be New York's greatest rival for supremacy of any city on this continent. It is the natural gateway of the commerce—not of Western Canada alone—but of all the great commerce that must arise between the Orient and the Missouri Valley and the Great Lakes. The great natural highways of commerce between St. Paul, Duluth and Chicago and the Pacific Ocean lead through the Pine River Pass and Yellowhead Pass to Vancouver. Traffic can be handled over these highways at 60 per cent. of the cost to the railroads operating over the American Rockies, and it is just as well that American railroad magnates should recognize the fact. Moreover, let me add, that while Vancouver is more advantageously situated for internal and ocean commerce than any other city of the continent, the beauty of its situation far and away excels that of Naples, Venice or New York. It is a summer health resort, and its winters are milder than those of Atlanta. It has a population of 100,000; in 60 years it will outstrip Paris and Berlin."

—P. A. O'FARRELL, U. S. Pure Food  
Commissioner, in the N. Y. "World."

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The Manager of the Vancouver Information and Tourist Association will furnish detailed information and reports upon request.

